

MELBOURNE AIRPORT

COMMUNITY AVIATION CONSULTATION GROUP (CACG)

Meeting minutes — Tuesday 21 May 2024, 10am-1pm

Quest Melbourne Airport

INVITEES

Name	Representing	From or Role
Kim Jordan		Independent Chair
Fred Ackerman	Community	Taylors Lakes
Maggie Baron		Kensington
Michael Canny		Business owner
David Cleland		Greenvale
Matt Faubel		East Melbourne
Margaret Giudice		Keilor Downs
Susan Jennison		Keilor
Victor Ng		South Gippsland
Jane Waldock		Montmorency
Fonda Zahopoulos		Moonee Ponds
Liz Beattie	Victorian Trades Hall Council	Project Officer
Emily FitzSimons	Overnewton College	Principal
May Li Foong	Airservices Australia	Senior Advisor Community Engagement
Justin Burgess	Brimbank City Council	Acting Manager City Strategy
Rachel Dapiran	Hume City Council	Director – City Planning & Places
James McNulty	Hume City Council	Manager Planning & Development
Stephen Pykett	Macedon Ranges Shire Council	Manager Economic Development and Visitor Economy
Ashley Minniti	Maribyrnong City Council	Manager City Places
Steve Finlay	Melton City Council	Statutory Planning Coordinator
Petrus Barry	Moonee Valley City Council	Manager Planning and Building
Joanna Kormas	Department of Transport & Planning	Manager Statutory (Planning) Policy
Neermala Cash	Department of Infrastructure, Transport, Regional Development, Communications and the Arts	Assistant Director
Rosie Offord	Melbourne Airport	Head of Master Planning
Meera Hamed		Coordinator Community Engagement
Justin Barbour		Manager Government Relations
Edward Martin		Head of Public Affairs
Wendi Pearce		Head of Traveller Experience

Name	Representing	From or Role
Justin Portelli		Executive General Manager Strategy, Planning and Community
Dr Monika Schott		Manager Community Engagement
Shantelle O’Riordan		Advisor Community Engagement

1. Welcome and apologies

The Chair welcomed and thanked all for attending the meeting, and acknowledged the Traditional Owners of Country and paid our respects to Elders past, present and emerging.

Apologies:

- Justin Barbour
- Justin Portelli
- Joanna Kormas
- Dr Monika Schott
- James McNulty
- Stephen Pykett
- Fred Ackerman
- Maggie Baron
- Victor Ng
- Fonda Zahopoulos
- Margaret Giudice
- Michael Canny
- Emily Fitzsimmons
- Malgy Coman

1. Confirmation of minutes

Circulated 20 March 2024 — previous meeting minutes confirmed.

2. Update on action items

Information on solar – deferred to August

Noise monitors – deferred to August

Flights to 6am-6pm transferred from Edward to May

Michael suggested a new member for CACG – Nick Henderson (Holiday Inn). Chair suggested a review of membership and asked members to think about potential members.

Joanna asked for the Housing Statement item be deferred to August.

1. Late items for discussion

Question about Noise Ombudsman from David.

Chair had circulated two items of correspondence: see attachments.

Hume Residents Airport Action Group.

Letter from Newport resident regarding potential flight path change.

5. Guest presentation

5.1 Commonwealth Department of Infrastructure, Transport, Regional Development, Communications and the Arts, Neermala Cash

Third runway MDP

The MDP for the third runway is still under consideration. The Minister has requested further information from Melbourne Airport before making her decision. The Minister has concerns around community impacts.

Melbourne Airport Rail

Mr Neil Scales was appointed as the independent negotiator to consult with the Victorian Government and Melbourne Airport. He has had separate discussions with each party and will provide the final report to the Minister for consideration.

Question: Liz – are there any indicative timelines on both Third Runway MDP and Melbourne Airport Rail.

The Minister is expected to finalise her decision on the MDP by mid-2024. We are working closely with Melbourne Airport on requests for information.

There is no timeframe on rail, but Neermala can verify and come back on this. It isn't her team directly dealing with this.

Comment: Susan – there is local anxiety on the third runway for the Minister to understand. People are concerned how it will affect them.

Neermala and Kim thanked her for raising her concerns.

Question: Petras – Is it a generic statement that the Minister wants information on or is it in relation to noise impacts to particular communities?

The Minister wants further information on noise impacts on the north-south communities.

6. Melbourne Airport updates

6.1 Operations, Edward Martin

Bonza collapse

Airports did everything to support Bonza's domestic entry into the Australian market. Bonza was flying to 32 airports and despite having high load factors and a growing customer base that strategy has not proved successful.

There will be no bail out from the Federal Government. Melbourne Airport waived its right to outstanding payments, and decided staff and passengers were the priority.

There is 95% market concentration between Qantas Group and Virgin. Chapter 3 of the Aviation Green Paper is designed to consider how to encourage more aviation competition in the domestic market.

Bonza's last plane in Melbourne flew out recently to Kuala Lumpur and there is one plane left in Australia.

Fleet Renewal

International:

Airlines have started receiving deliveries of 787, 350 and 320/321 NEO that are quieter and have more fuel-efficient technology.

For airlines to service their operating costs, they need switch to these new types for both commercial and passenger experience reasons.

The switch has already begun with:

- Singapore Airlines operating mostly A350 to MEL (potential A380 in future), compared with pre-COVID (mixed A350/B777/A380)
- Air China now operates all A350 compared with A330 pre-COVID
- Malaysia Airlines is replacing their old A330 with A330 Neo's, starting from Q3 this year (still subject to delivery timeframe)
- Air India is replacing the old 787 fleet with A350 and new-gen 787, with timeline for MEL still to be confirmed

Domestic:

We are starting to see incremental improvements with airlines upgrading their fleet. Jetstar is changing from A320 to A321 – a new model which is more fuel efficient and quieter. Qantas has adopted A220s as part of its domestic fleet renewal program. Qantas A220s replacing Boeing 717s.

PFAS

Answer from Ben Moore (Senior Environment Advisor Contaminated Land):

- The airport commissioned a PFAS water treatment plant on Arundel Creek in 2022
- It is located at the airport estate boundary at Annandale Rd, as an 'end-of-pipe' treatment solution
- It is operating well and has treated over 100 million litres of creek water so far
- It removes PFAS (and other contaminants) to non-detect levels, and then returns the water to the creek

Question: David – Would you say 100 million litres is half of it? Or a quarter?

Edward said that should be all of it but will check. This has been taken on notice.

The environment team in APAM to draft a response about how this treatment plant is designed to treat base flow of creek water rather than the total amount of water flowing down the creek particularly at times of high rainfall.

Question: David – What do you do with it, given it's a forever chemical?

[Rosie checked with the APAM environment team and responded later in the meeting]. The filters are thermally destructed at a licensed waste facility. It is very controlled, very high temperatures to destroy the PFAS.

Question: Jane – what is happening on airport land?

Rosie and Edward took this on notice. Treated water undergoes routine testing to confirm PFAS levels are appropriate to release back to Arundel Creek or reused for dust suppressions.

Passenger Numbers

- International 923,065 (+28%) and domestic 2,093,882 (+5%) total = 3,016,947 (+11%)
- Domestic recovery is still stubborn compared to international – less capacity on select routes and higher fares saps demand. There is a changing use of how business professional's travel.

- We're also seeing the Federal Government release more international markets under the bilateral air service agreement forward negotiating framework – Indonesia, Vietnam, Malaysia, Hong Kong and Sri Lanka as well as Canada and Chile.
- Australia only has 7 open skies agreements.
- Australia is comparatively low with the number of Open Skies agreements when compared to Canada, the US and China.

Question: Asked by Jane – Is that over a year?

Yes, that's over a year.

International update

Beijing Capital Airlines:

- Commencing Melbourne – Hangzhou in June
- 3 services each week on Airbus A330

Vietjet:

- Commencing Melbourne – Hanoi in June
- This new service has been enabled by the Australian Government agreeing to additional capacity between Australia and Vietnam in December 2023 (42 services increased to 56 services to MEL, SYD, BNE and PER).
- 2 times each week on Airbus A330

Turkish Airlines:

- Has been performing very well, particularly around the F1 major event and school holiday periods where they were close to full.
- MEL is working towards a daily operation with TK which we believe will assist the carrier in truly serving the market, in particular the key MEL corporate sector.
- 3 services each week via Singapore using a Boeing 787 Dreamliner

Domestic update

Virgin Australia:

- Launch Melbourne – Uluru flights from 6 June

T1 Security:

Major upgrade of security screening in T1 which includes upgrading six lanes with new baggage and body scanning technology. Works have commenced with a new temporary screening point. Scheduled to open in December 2025.

It is a process and has been mandated. There will be similar disruptions across Brisbane, Sydney and Perth as they go through a similar process.

Other airport updates

Melbourne Airport was named the Best Airport in Australia and the Pacific at the Skytrax World Airport Awards:

- Voted on by passengers – World's largest airport customer satisfaction survey conducted across more than 550 airports.
- It is the fourth time Melbourne Airport has been the recipient of the prestigious award.

Melbourne Airport Community Giving Fund:

Melbourne Airport has awarded more than \$24,000 to thirteen local community groups since October 2023.

The fund looks to support local community groups in suburbs directly surrounding the airport with grants of \$2000 to help pay for expenses associated with community initiatives of all shapes and sizes.

Each year thousands of items are left in the airport terminals by travellers, those that remain unclaimed are auctioned off to subsidise the fund.

March's recipient of the \$2000 grant was St John Ambulance's 'Defib in Your Street' program, which is dedicated to installing 24 hour publicly accessible defibrillators as well as offering training for both defibrillator use and CPR.

Looking to increase the size of the grant amounts in recognition of inflation, cost of living and with 50% of applicants project costs being greater than the grant maximum. If there are any organisations that CACG members are aware of we encourage them to consider applying.

Question: Jane – The auction makes plenty of money to cover this?

There is an allocated amount in the lost property fund to support this program. We are increasing the fund to support community projects to reflect the size of funding requests.

Advocates for Aviation Growth (AAGC)

- With more than 18,000 employees across the precinct – attracting and retaining the workforce across the precinct is an ongoing challenge to service our growth plans.
- Our capital plan is more than \$15b in the next decade and will cause disruption in and around the precinct.
- Best practice suggests we need employees to support our communication with their employers and customers.
- A group of 20 representatives from across aviation, commercial property, retail and ground transport will be represented.
- The Group will meet 4 times a year starting in August.
- Modelled on what Heathrow Airport did.

Question: Liz – The issue at Bonza and start-up airlines is a bigger discussion than we can have. All have fallen over without a really big backer, or backers pull out. The real losers in that are the workers that haven't been paid any of their entitlements. Is Melbourne Airport helping via your jobs page or any other initiatives?

Taken on notice, Edward to come back. 400 staff employed by Bonza and many of them would still be looking for work.

Question: David – You talked about all the new planes coming, any news or comments on Boeings safety issues? Is that affecting airlines coming here?

Taken on notice and the team will ask airlines what they're doing and if they're changing their fleet procurement strategies. Delays to the aircraft delivery and reputational risk is impacting Virgin as they have the 737s on order. The airport watches this with great interest. This is also a matter to refer to CASA as they are responsible for ensuring safety.

Question: Chair – We've talked previously about security requirements for new employees. It was noted that the requirement for police reports can be impossible for people arriving in Australia from some countries. The airport was working with authorities on potential amendments, has there been any movement on that?

Taken on notice and will speak to Monika. Noted the Federal Government has upgraded the skills priority list to include operational roles but what does that mean for training, onboarding etc.

6.2 Planning, Rosie Offord

Standing Items

- MDP continues to be scrutinised and the airport has received RFIs
- We are responding to the RFIs as quickly and thoroughly as possible
- All dealings with the department and since lodging the MDP there has been no meeting with the Minister on the project

We are not expecting a decision this month because of the Senate Inquiry, Federal Budget and Senate Estimates processes.

Question: David – are any RFIs open?

There is one we have currently where we have been provided information for procedural fairness and for comment. We expect another one today or tomorrow on noise impacts to the north and south.

Question: Petras – Do you think the Minister is waiting on the local government elections?

No.

Question: Susan – how much of the information you have on health and social impact on residents is being shown? How are they being considered now in the planning process? For the third runway it is relevant this information is public.

Kim asked if Susan meant the Minister or Airport and Susan clarified both. Health and social impacts of M3R remains unchanged from what was in the Preliminary Draft which was on Public Exhibition. The airport has committed to publishing the supplementary report once the approval is finalised with the Minister's conditions.

Brimbank noted they had written to the Minister in relation to a meeting. Minister King has contacted Council, but nothing is confirmed.

Question: Susan – Will the studies on health and social impact be part of the planning process?

The need for broader studies and insights into health impacts into aircraft noise will be looked at in the Senate Inquiry. This needs to be a national approach rather than specific to Melbourne. If there is further work the Minister wants the airport to undertake, this will be in the conditions.

The draft conditions do include progressing airspace design in and around Melbourne Basin, and that work has public consultation as part of it.

Anything associated with M3R would be conditioned and public. Anything aircraft noise related does involve community consultation.

Melbourne Airport Rail

The update is the same as what Neermala said. Neil Scales consultation took a couple of weeks, the meetings were productive, and he will report to Minister King. He has been very constructive, and we have had a fair hearing with him.

Question: Jane – So, it's not public?

No, it's not public.

Question: The Federal Government can't say build it?

No as the State paused it, we understand it is up to them to restart it.

Elite Park

No change on this from last meeting. We expect there will be something on public exhibition later this year.

6.3 Community, Meera Hamed

Community Investment

APAM is entering a growth period where impacts, e.g. noise, and benefits e.g. local employment opportunities, will increase.

Benchmarked against similar organisations and their community investment strategy and commitment to corporate social responsibility.

We have developed a new community investment strategy. We have introduced the strategy internally and welcome suggestions from APAM members.

The strategy supports an expanding and evolving program of community engagement with local communities that have geographical crossover with airport interests and impact.

Direct engagement and investment through Western Chances, Banksia Gardens, Victoria University, Community Grants, Community Giving Fund, Keilor Sports Club, Schools program, Greening the West, , Conservation Volunteers Australia, Big Group Hug, Cooina Aboriginal and Torres Strait Island Community Centre, Juno and near neighbour/landowner engagement.

Question: you mentioned you were benchmarking what Melbourne is doing compared to other airports? Is this domestic or international?

It was Australian airports.

Community Giving Fund

- Altona Junior Football Club
- Project: Marquees for the Altona Junior Football Club
- Wildlife Rescue and Rehab
- Project: Wildlife Rescue Marquee
- Kensington Neighbourhood House
- Project: Active Indoors & Out
- Duke Street Community House
- Project: Women's Social Circle
- Tullamarine Football Club
- Project: BBQ for fundraising and community activities
- Northern Turkish Women's Association
- Project: Community Lunches every Wednesday

Jobs

Job vacancies remain consistent with around 300 job vacancies within the airport precinct.

Hospitality and retail are steady.

Community pop ups

Pop ups since the last CACG meeting include:

- Yarraville Farmers Market, Sat 20 April, 9am-1pm.

Those coming up include:

- Keilor Park Sports Club football home, Sat 25 May, 11am-4pm.
- Viewing area, Sunbury Road, Sat 22 June, 12-3pm.

Fonda visited us at the Yarraville pop up and we encourage anyone else to come along.

Melbourne Airport Tours

Tours of Melbourne Airport with school and interest groups continue to be popular. Recent tours include:

- Sacred Heart College, 14th March, 25 Year 12 VCE students
- Jackson School, Special School, 26th March, 45 students
- Endeavour Foundation, Disability Service, 8th April, 15 adults
- Hume Youth Services, Youth Holiday Program, 11th April, 18 young people

Looking for pathways into employment that don't require a university degree.

Melbourne Airport Visitor Centre

No updates.

Question: Chair – Is there a reason for no update on the visitor centre?

Given we await a decision on the third runway project there is no update on the visitor centre at this time.

Newsletter

Currently being developed with an intention to distribute in June 2024.

There is a delay on this as we don't have an approval. We will keep CACG updated.

Comment: Liz - the 300 vacancies which was mentioned could tie in nicely to the Bonza support.

6.4 Accessibility, Wendi Pearce

Traveller Evolution summary

What's changed since 2018 – Domestic

The 'New Gen Business Traveller' is now the largest business segment (6% vs 14%) and increased their frequency from 4 to 5 domestic flights p/yr. This traveller has more than doubled since Covid.

The 'Corporate Frequent Flyer' has more than halved, reducing in size (8% vs. 15%) and reduced their frequency of travel from 9.7 to 7.6 domestic flights p/yr.

Two new domestic segments have been identified based on flexible and remote working conditions;

- Business + Leisure Traveller' (4%) main purpose of trip is business; includes leisure in the mix; aged 25 – 44 (47%); working full-time; travels solo or with the partner; with an average length of trip of 4 – 7 days (45%).
- The 'Remote Working Leisure Traveller' (16%) plans a leisure trip; working remotely; travelling more with family with an average length of trip up to 1 week (77%). The impact from remote travellers on the airport is significant. There is a demand for more reliable Wi-Fi.

The 'Foreign Domestic Leisure' traveller has reduced in size (29% vs 5%) with citizenship now aligned to India (19%) over Asia in 2018.

What's changed since 2018 – International

The 'Australian Business Traveller' has reduced in size (9% vs. 4%) and their frequency from 5.3 to 4.3 international flights p/yr.

'Premium families traveller' have increased in size (3% vs 18%) travelling to Asia (33%) and Indonesia (16%); travelling with a multigenerational group of extended family (23%).

The 'Foreign Premium Traveller' (was 16%) has disappeared. They've been replaced by 'Foreign Premium Families' (8%) and 'Foreign Singles/Couples' (18%).

Two new international segments have been identified based on flexible and remote working conditions and VFR.

- Digital Nomad' (6%) main purpose of trip is mix of business + leisure; Works remotely during the international trip; Staying extended periods at the destination; Average length of trip is more than 1 month (37%)
- The 'Foreign singles /Couples' (18%) segment main purpose of travel is to VFR; Aged 25-34 (48%); Country of origin New Zealand (18) and India (16%); No children; Average stay is 3-4 weeks (33%)

Question: Jane – In relation to the Foreign Premium Traveller, Premium means what?

They are value so they spend, and their value is bigger than their size. It is spent during the whole journey.

Domestic – What are the most desired initiatives?

They want gate lounges transferred into lounges. They want recharge, proper seating, comfortable seating. 55% 'gates transform into lounges' was the most requested.

Technology based, real-time information updates and high-speed Wi-Fi.

International – What are the most desired initiatives?

Travellers desire connectivity. High-speed Wi-Fi is the top preferred initiative.

Question: Chair – do the surveys have drop down menu options?

Yes, participants can choose as many as they want.

Domestic – Do travellers require assistance?

Travellers do require assistance. 9% are saying they need help. When we consider 100,000 pax is the average total per day, this is a big number.

Mobility issues which aren't defined as specific disabilities are common, along with mental health issues.

What does this mean? FY24+

Industry themes

1. Human interaction is more valued than ever before.
2. The importance of 'soft skills' training.
3. Technology tools are a must.
4. Accommodating Accessibility needs is now mainstream.
5. (Able body) Mobility is critical & personalised options are required.
6. Our product offering needs to be flexible, as travellers & traveller groups are complex.
7. Reset to be the best in the world, not the best in your own world.

Level of anxiety goes up by 30% when people step into threshold of the airport.

Putting the insights into actions

Our next steps include:

1. An Accessibility & Inclusion Plan
2. A human support program
3. Technology to empower travellers
4. Gate lounges transformed to lounges

5. Personalisation – transport, journeys, food, check in times ...

Question: Matt – Is that where AI comes in?

Yes, it comes into the technology.

The Accessibility Program

Key Projects:

1. Online training 9 modules x 18,000+ airport community
2. A community pre-travel video
3. Universal Design Guidelines – in terminal & in retail
4. Introduction of Mobility Hubs
5. Technology tools for website – align to other airports
6. Introduction of Digital Wayfinding
7. Development & support for our current Hidden Disability/Sunflower program
8. Fix what's broken – landside & airside

Question: Jane – You talked about pre travel – does that cover getting off the plane and leaving the airport?

Yes, it does. If you have an accessibility need you tell the airlines, and the airport has no visibility. There is a huge gap here. The European Union has mandated that accessibility is delivered by airports not airlines.

Question: Jane – You mentioned you have an accessibility and inclusion plan?

Yes, there is a current one on our website, however, it's very outdated. There is a new plan that has come out of the audits we have done, and this will need to be reconfigured for our website. We did a huge amount of consultation; we hosted 150 discovery interviews.

Melbourne Airport Stepping Forward Program

We rolled it out the month after we came out of Covid. We have 18,000+ employees who work at the airport who are frequently asked for help. This came out of employees asking for more guidance on how they can assist travellers.

We designed our values to account for employees whose second language is English.

The program is for all Melbourne Airport team members from Qantas to volunteers. We deliver online training modules and live masterclasses. We also have a Star program supported by traveller feedback.

Staff will soon move into a common uniform; this project has taken three years and has involved us working closely with the uniform suppliers of all partners.

Wendi shared the story of a team member Birsen who went above and beyond to help a customer clean up after an unpleasant situation.

Our Technology Program FY24+

- 1.High speed Wi-Fi
- 2.Recharge capabilities
- 3.New website
- 4.Digital wayfinding
- 5.Kiosks
- 6.App

7. Real time first/last bag updates

Question: Jane – What does real time first/last bag updates mean?

There is currently nothing that tells you when the first or new bag is coming through. So, this will tell people how long they will have to wait.

7. Guest presentation

7.1 Airservices Australia, May Li Foong

See attached the presentation which covers air traffic movements (weekly), noise complaints and provides an NCIS update.

Aircraft in your Neighbourhood

May refreshed the CACG on how to use the Aircraft in Your Neighbourhood and find information related to your suburb.

Webtrak – runway usage information

May provided a demonstration on noise monitoring information on Webtrak, highlighting the range of decibels recorded in a selected timeframe, and from what type of aircraft. For Keilor Downs monitor, the maximum is between 80-85. For specifics, between Jan-April this year, highest was 83.55 from a B744, followed by 83.03 from a A333.

You can toggle time period by months/quarters/years.

Explore:

- Number of events by decibels levels
- Average decibel level by aircraft type
- Event counts by hour of the day
- Average number of events per year

Question: When people log in to the app and they click on their suburb do you compare that to the noise complaints you get? Are people looking out of curiosity or are they following it up with a complaint?

There isn't directly a correlation between the two. It will be one of the tools our NCIS team will inform the community of.

Question: Can you print out cumulative flight paths?

No Webtrak doesn't do this.

Question: Runway 16 departures between 6pm-6am.

May has 7pm-6am as that how Webtrak is built. 7121 departures for Runway 16 departures at night.

Question: How do I find out why two flights were so close together?

You can report the planes and the team can give you a response over email if they can't answer it over the phone. If you feel there is something that is an anomaly you can report it. We abide by our Safety Aircraft Separation Standards.

Kim mentioned it may be something worth thinking about having a short presentation on aircraft separation standards to better understand how close aircraft can be. May will take this on board for her next presentation.

Links included in Airservices presentation:

- <https://aircraftnoise.airservicesaustralia.com/>
- <https://myneighbourhood.emsbk.com/mel5/>

7. Noise

Can add to agenda for noise:

- Chair noted Noise Ombudsman submission to the Senate Inquiry was less than illuminating. It could be interesting to hear from someone from this office.
- ANO to present at next meeting.
- ACI World Environment Standing Committee, aircraft noise task force – Rosie has just joined this and there is a sub-group on aircraft noise. Rosie is happy to report back on this and discuss what is happening overseas.

8. Other items

8.1 Hume Residents Association Questions

The questions were presented in precis form for initial consideration by the Airport.

Q1: Why was the preliminary draft Third Runway MDP held back near 12 months after the closure of public comment period till February 10th, 2023, before submission for ministerial approval?

Answer

- The Master Plan needed to be processed to approval first. MP22 was approved in November 2022 - we were concurrently working on the Supplementary Report and the Draft MDP (Supp Report required processing 2000+ submissions carefully). They were submitted in Feb 2023.
- 16 May 2022 was when public consultation ended for the 2022 Master Plan and the third runway MDP. We first had to focus on the Master Plan and sent it up for Ministerial approval in early September 2022.
- The Master Plan was approved in November 2022 and on 10 February 2023 the MDP went to the Minister. The practical limitations of how many people we had in the team able to work on the documents is why there was a gap.

Q2: Since the Master plan 2022 has been approved, will the comments or conditions made by the minister attached to the approval of the Master Plan 2022 be made public and available to the CACG?

Answer

- Yes. We have always committed to publishing approval material for MP22 and M3R after M3R is approved.
- The Master Plan has been approved and that approved Master Plan has been published on our website. There were no conditions in this.
- If the MDP is approved there will be conditions, and these will be published.
- There will likely be a gap between when we publish the MDP and Supplementary Report, to ensure the privacy of submitters is maintained.
- We would like to do it all at once, but we have a short timeframe of when to make the MDP public post-approval, and the supplementary report may take longer to finalise.

Q3: What is the detail of the significant change and the MDP addendum made before it was submitted for approval?

Answer

- Not clear what the significant change refers to. The draft MDP was edited to reflect comments received in Public Exhibition and provided further detail behind the design and strategy already presented to clarify our rationale to the Minister.
- An additional Chapter E4: Future Use of 09/27 (East-West Runway) was added to address comments issued by the Minister in her letter approving MP22. It goes into further detail about why the option to shorten Runway 09/27 was selected in designing M3R and examines capability and utility in the M3R configuration (i.e. what flights can and cannot continue to use it).

Q4: Why was the public denied opportunity to comment on the significant change?

Answer

- APAM follows the process in the Airports Act. This allows for one consultation on the Preliminary Draft MDP, and then edits/changes are made to the draft MDP in response to that consultation. The Supplementary Report details the comments provided, where APAM has made changes to the draft MDP in response to those comments, and if no changes are made, an explanation for that decision.

8.2 Newport Resident Q

Kim responded to the resident's email, with further questions to clarify how CACG may be able to assist. She also checked with May whether she knew about the situation. May confirmed she had been advised by NCIS.

Kim noted the community member hadn't been advised of any action from Airservices. May will take on board the timing of communication and ensure there isn't this gap.

May explained the proposal has to go through an airspace change request process. May's team would normally communicate the outcome to the community member after the proposal is assessed by the airspace design team.

May noted that any suggestion for change now has to be seen in the context of changes for the new runway, so the caveat is that it could change again.

Question: is there any way for the community to see what changes are requested and/or approved?

May said there is a page on Aircraft in Your Neighbourhood where it mentions noise alternatives. She will check as it may be outdated and she's not sure how much it encompasses the requests that come in.

8.3 Round the room

Further items raised were as follows:

- Liz requested we keep the agenda as flexible as possible for the next meeting given we could have a decision on runway and an update on airport rail by the time of the next meeting.
- Steve noted Planning Scheme Reviews are still ongoing with the State Government. There are more planning applications for industrial rather than residential for the first time ever.
- Ashley noted the Victoria Planning Authority will start consultation shortly in Braybrook. We have asked for them to discuss it with the airport and the airport will likely get a formal request.

9. Close

Kim thanked everyone for attending and their contributions to the discussion and closed the meeting at 1pm.

Next meeting is scheduled for 20 August 2024, 10am-1pm, Quest Melbourne Airport

Summary of actions

Date	Action requested	Responsible person	Deadline	Closed, or action taken if different to the request
21/05/24	Support for Bonza workers to transition into other work	Ed	August CACG	
21/05/24	Confirmation on what percentage of water is treated for PFAS	Ed	August CACG	
21/05/24	What is done with the leftover PFAS water that has been treated	Ed	August CACG	
21/05/24	Issues with Boeing and 737 Max	Ed	August CACG	
21/05/24	Update on potential amendments to security requirements for new workers at the airport	Ed	August CACG	
21/05/24	Verify if there is a timeframe for Melbourne Airport Rail	Neermala	August CACG	
21/05/24	Presentation on aircraft separation standards in the terminal area	May	August CACG	
20/02/24	Continuous Decent trial and distances plane stays higher	May	August CACG	
20/02/24	Letter to Minister on taxis and touting	Kim	Letter sent in April	Awaiting response
20/02/24	Letter to Minister on buses and routes	Kim	Letter sent in April	Awaiting response
20/02/24	Charter on Gmail use	Kim	On website	Closed
20/02/24	Highest noise decibel recorded	May	May CACG	Closed
20/02/24	Information on transformation to solar	Shantelle	TBC	Deferred to August CACG
20/02/24	Update on our noise monitors	Joe	May CACG	Deferred to August CACG
20/02/24	Information on where the 800,000 additional houses are to be built- new housing statement	Joanna	May 2024	Deferred to August CACG

Date	Action requested	Responsible person	Deadline	Closed, or action taken if different to the request
20/02/24	Further information re. off airport development for Michael so he can answer other businesses' questions	Shantelle	Ongoing	Closed
20/02/24	PFAS – Annandale Rd	Ed	May CACG	Closed
20/02/24	Fleet renewal update	Ed	May CACG	Closed
20/02/24	Runway 16 departures at night	May	May CACG	Closed
20/02/24	The number of flights occurring between 6pm-6am for both international and domestic	Ed transferred to May	May CACG	Closed
20/02/24	Attwood farmland	Shantelle	May CACG	Closed
20/02/24	New member for CACG	Monika	May 2024	Closed
21/02/23	Sourcing a speaker on social and health impacts of runways for a CACG meeting Note May 2023: Accept coverage of a wider subject would make this easier	Monika	Continuing	Exploring further options after initial speaker not suited.
15/08/23	Set up Gmail for each member	Kim	Continuing	Kim to liaise with members to set up
15/08/23	Members to consider items for discussion under noise standing agenda item	All	Ongoing	

8. Attachments

Airservices Australia CACG Presentation May 2024

Melbourne Airport presentation 21052024

Melbourne Airport presentation_Wendi

Correspondence for Hume Residents Airport Action Group

Correspondence from Newport resident